G. R. S. App. F. IX-4]

1942-3 (War)

File No. 171-42

Serial Nos. 1 & 2.

Previous References.

Later References.

P 7

GENERAL AND REVENUE SECRETARIAT

Serial Nos. Two only

Part B for February 1943.

SUBJECT.

Recognition Signals between railway engineer gangs & aircraft over railway land.

M. Krishnan
10.2.43.

2375/W

Recognition signals between railway engineer gangs and aircraft over railway land.

Continuation Sheet. W File No. / Current No. 191 of 42-3 Page.

Sl.1 From The Secy to Govt Hombay & Railways
No. F. 10/19 43 d 6th Feby 43 forwg for information General Hdqrs Memorandum
d 16th Jan. 43 re: Recognition signals between Railway engineer gangs and aircraft over Rly land.

The Govt Hdqrs Letter suggests that Steps to be Necessary arise again, the method detailed in Para 4 of the Letter should be used.

A If considered Necessary, a copy of the enclosure will be sent to the Hqrs. G.M. Mly Rly & DMs for information. The enclosure has been sent only for the information of the Railway Board for formal orders.

A. may be drawn

[illegible]

Hqrs

JS

Hqrs

Hqrs

Hqrs

W1471-42-1

2375
W.

Secret. No.F.10/1943.

From The Secretary to the Resident in Mysore, Bangalore.

To The Chief Secretary to the Government of Mysore, Bangalore.

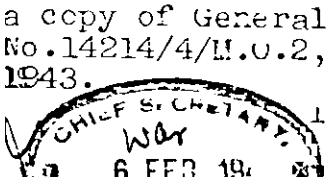
Dated, Bangalore, 6th February 1943.

Subject:- Recognition signals between railway engineer gangs and aircraft over railway land.

Sir,

I am directed to enclose for the information of the Government of Mysore a copy of General Headquarters memorandum No.14214/4/M.O.2, dated the 16th January 1943.

I have the honour to be,
Sir,
Your obedient servant,



Secretary to the Resident in Mysore.

Copy of secret memorandum No.14214/4/ N.O.2 dated New Delhi, the 16th January 1943 from the Chief of the General Staff General Headquarters, India to Headquarters, North Western Army, Eastern Army, Southern Army and Central Command

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Recognition signals between railway/ engineer ganga and aircraft over railway land.

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1. The necessity for the institution of some form of recognition signal to be used by railway repair gangs and aircraf engaged on anti-sabotage and reconnaissance duties over railway land has been represented to this Headquarters.

2. The problem has been considered in conjunction with Air Headquarters, India with a view to introducing a simple signal on an all-India basis. Various simple signals have been examined but it has been found that these can all be very easily compromised, whilst if any attempt is made to establish such signals on an all-India basis, the distances involved and interruption in communications would make rapid and timely changes in the code impracticabl

3. The method detailed in paragraph 4 below which was instituted in the Eastern Army area during the recent disturbances, appears to have worked successfully, and it is suggested that, should the necessity arise again, this system should be used.

4. (a) In view of the difficulty of distinguishing between railway staff and saboteurs and the serious effect on the morale of the railway staff should they be attacked, pilots of aircraft are instructed to fire (except when specifically excluded from doing so in day to day orders) only on persons clearly indentified as committing acts of sabotage or looting.

(b) The ban on firing referred to in (a) takes the form of an area in which, or a time before which or after which fire will NOT be opened, these areas" and "times" being those within which our own troops or police, repair gangs or actively friendly persons are known to be operating.

(c) As a general policy, action

against inhabited places or railway stations is NOT necessarily excluded unless specificially stated in the orders to the pilot.

-Copy-

W 171-42-2.

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

No. F. 3402-12/W171-42-2. General and Revenue Secretariat,

Bangalore, Dated .....

10th February 1943.

FROM

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

To

1) G. M. / M. S. Ry.
2) G. C. P.
3) The District Magistrates of Districts.

SIR,

Recognition signals between railway engineer gangs and aircraft over railway land.

****

I am directed to forward herewith for your information copy of General Headquarters memorandum No.14214/4/M.O.2, dated the 16th January 1943, on the above subject, since received from the Residency.

I have the honour to be
Sir,
Your most obedient servant,

for Chief Secretary to Government.

Copy of secret memorandum No.14214/4/M.O.2 dated New Delhi, the 16th January 1943 from the Chief of the General Staff, General Head Quarters, India to Headquarters, North Western Army, Eastern Army, Southern Army and Central Command.

Recognition signals between railway engineer gangs and aircraft over railway land.

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2. The problem has been considered in conjunction with Air Headquarters, India, with a view to introducing a simple signal on an all-India basis. Various simple signals have been examined but it has been found that these can all be very easily compromised, whilst if any attempt is made to establish such signals on an all-India basis, the distances involved and interruption in communications would make rapid and timely changes in the code impracticable.

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(c) As a general policy, action against inhabited places or railway stations is NOT necessarily excluded unless specifically stated in the orders to the pilot.

"Copy"